

## **AMENDMENTS TO THE CLAIMS**

Claims 1-18 (canceled)

19. (cancel)

20. (currently amended) The tire defined in claim ~~49~~ 32 wherein the angle of the sipes in the first and second ribs is 7°.

21. (currently amended) The tire defined in claim ~~49~~ 32 wherein the sipes have a depth of between 20% and 100% of the height of the tread blocks.

22. (currently amended) The tire defined in claim ~~49~~ 32 wherein the sipes are substantially perpendicular to the mid-circumferential plane of the tire.

23. (currently amended) The tire defined in claim ~~49~~ 32 wherein the sipes are formed at an angle with respect to the mid-circumferential plane of the tire.

24. (currently amended) The tire defined in claim ~~49~~ 32 wherein the sipes each have a width of between 0.015 inches and 0.06 inches.

25. (previously presented) The tire defined in claim 24 wherein the sipes have a width of approximately 0.03 inches.

26. (currently amended) The tire defined in claim ~~49~~ 32 wherein the sipes have a zig-zag pattern.

27. (currently amended) The tire defined in claim ~~49~~ 32 wherein the sipes are formed in opposed shoulder ribs of the tire.

28. (currently amended) The tire defined in claim ~~49~~ 32 wherein the sipes are formed in opposed intermediate ribs of the tire.

29. (currently amended) The tire defined in claim ~~49~~ 32 wherein the sipes extend partially across the lateral width of the tread blocks.

30. (currently amended) The tire defined in claim ~~49~~ 32 wherein certain of the laterally extending grooves have a generally V-shaped configuration.

31. (cancel)

32. (new) A pneumatic tire having a circumferentially extending tread pattern with at least first and second circumferentially extending ribs, said ribs being located on opposite sides of a mid-circumferential plane of said tire;

each rib containing a plurality of symmetrical tread blocks separated by laterally extending grooves, said tread blocks having leading and trailing edges

symmetrical with respect to a radial plane passing through a midpoint of said tread blocks and through an axis of rotation of the tire;

angled sipes formed in each of the tread blocks extending at an angle of between 2° and 15° with respect to said radial plane, said sipes being angled in opposite directions on opposite sides of the mid-circumferential plane; and

said sipes creating a circumferential force on each of said tread blocks, said forces extending in opposite directions on opposite sides of the mid-circumferential plane creating an overall moment on the tire to affect tire RAT.

33. (new) The tire defined in claim 32 wherein the first and second ribs are located equidistant on opposite sides of the mid-circumferential plane.